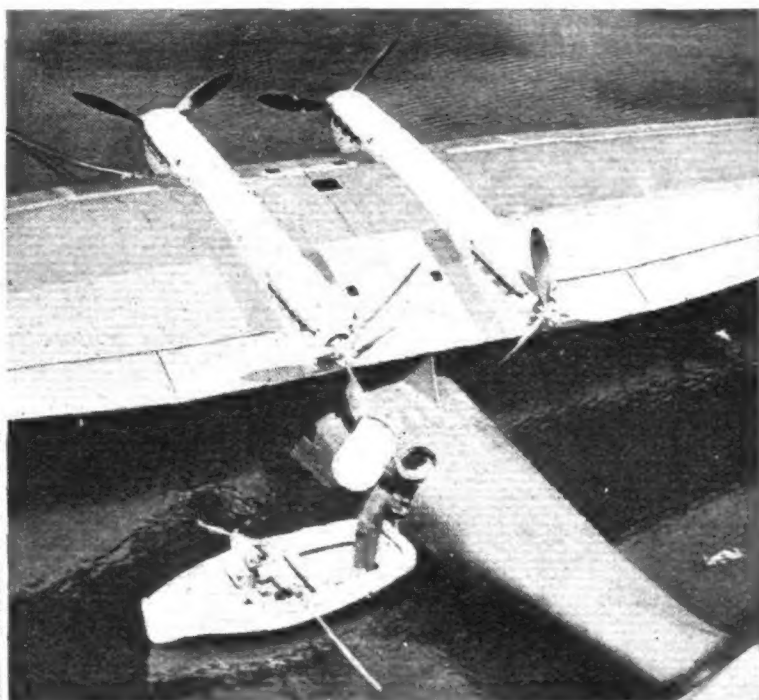


COMMERCIAL AVIATION

— AIRLINES — AIRPORTS —



FOR THE SOUTH ATLANTIC : These are the first photographs of the four-engined Lioré et Olivier flying boat to reach this country. At Antibes the machine has fulfilled all requirements and it is now due at St. Raphael, the French Felixstowe, for its official tests. The Lioré et Olivier 47 has already been briefly described in *Flight* and was designed with the Loire-Nieuport 102 to comply with an Air Ministry specification for long-distance flying boats. The 47 has an estimated maximum speed of 223 m.p.h.

THE WEEK AT CROYDON

Reception : Fast Trips : Winter Work : Fare Reduction

THE arrival at Croydon last Thursday of the winners of the London-Johannesburg race was a less impressive event than might have been expected. The crowd was small, and quite largely composed, it seemed, of airport people who should have been busily at work. Scott did not appear to have been very impressed with his social experiences in South Africa, and Guthrie apparently regarded the whole show with the bored but amused tolerance of the undergraduate.

Both the pilots, whatever they thought of their reception at the other end, must have been shaken by the arrangements Croydon had apparently made in their honour. Outside the hotel was a uniformed brass band, differing from that of Sousa and other experts mainly in the paucity of instrumentalists and the addition of a banjo player. The proportion of collection-box rattlers, however, must have indicated to the heroes of the hour that the music was the result of private enterprise and not the Air Ministry's idea of an official reception.

The gales from which we are suffering have resulted in some remarkably swift trips. Two of them on the same day, one by Sabena from Brussels and the other by K.L.M. from Rotterdam, made respectively with a Savoia-Marchetti and a Douglas D.C.2, were, by a queer coincidence, each of exactly 1 hr. 9 min. duration. Another, by a British Continental Airways' D.H.86, on the Lille line, took 55 min., and Irish Sea Airways, after making remarkable times for several days, finally culminated with what is said to be a record for the Dublin-London trip. The time was 1 hr. 30 min.; the speed 220 m.p.h.; the pilot Capt.

E. O. Armstrong; and the machine the good old D.H.86, which type has so many good shows to its credit. Another record held by the 86, incidentally, is that for London-Cologne, by Capt. Poole, of Imperial Airways, whose speed on that occasion was 205 m.p.h.

Olley Air Service, who control the London-Dublin service at this end, report a steady increase in passenger traffic on that line and persistent enquiries for freight transport. Incidentally, the winter weather has not affected that company's special charter work as much as might be expected. For instance, there were three special jobs to Paris in one day last week. But, there! We old stagers expect to fall into what used to be called "the winter sleep," and are continually surprised because the travelling public has made up its mind that air travel is the only decent method of getting about—whatever the time of year. A confirmed air traveller who had been held up on a Channel steamer outside his port of (desired) disembarkation for five hours by thick fog, and who had been kept awake, moreover, by the dolorous and persistent hooting of syrens, assured me he would never travel by boat again if an air service was available. Fearing a rush of blood to the head for him, I almost refrained from informing him how delightfully blue was the sky on that day.

Imperial Airways recently announced a reduction of fares on the London-Paris route, whereby the passenger saves 5s. on the single fare, and consequently can now afford to go seriously into the question of the local night life. Single fare is now £4 10s. instead of £4 15s., and there is a similar saving on the return ticket. Careful souls should